

Entertainment.

Hongkong, March 2, 1900.

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Hongkong, April 1, 1898

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MELLIN'S

CORRESPONDENCE.

RATS!

To the Editor of the "China Mail."

HONGKONG, March 17.

Dear Sir,—Touching the matter of rats, there is no fault to be found with the spirit displayed by the official members of the S. B., but it almost looks as if some of the Executive did not want to catch rats, or rather did not want to incur the bother of catching them.

It is current talk among the Chinese that the cry of "rats" is only a feint on the part of the S. B. to call upon Chinese residents to limit their rat catching to the houses of the Executive. The Chinese are expert rat-catchers, and could show us how to do it if they cared to. There is an extensive field for operations on the shore at Hung Hom, among the boat-building sheds, and where the sampans lie on shore at low water. The place is at present swarming with rats, which are to be seen running about in broad daylight, attracted, no doubt, by the debris from the boats. Mr. McKie is quite correct when he said it should be 300 rats per day, not per week. Let the S. B. employ a few professional rat-catchers on a fixed monthly salary, and so much per rat additional, then they will get plenty of rats without adding to the work of the staff in any great degree. Junks and sampans are always bringing fresh supplies.—Yours faithfully,

HOW CAN.

[A goodly number of rats are being caught on private premises, but the Chinese are certainly slow over claiming the premium. Why?—Ed. C.M.]

WATKINS, LIMITED.

The first ordinary general meeting of Watkins, Limited, was held at the offices of the Company, Queen's Road, today. Mr. G. A. Watkins, president, and the other shareholders present were: Messrs. Chan A. Fook, Chow Hui Wah, T. Yule, J. K. Michael, H. Varnham and K. W. Mounsey, representing 6649 shares.

The Chairman said—Gentlemen, with your permission we will follow the usual course adopted at meetings of this kind and take the Report and accounts, which have been in your hand for some days, as read. Your general managers are gratified at being able to lay before you what they consider a very favourable report for the year 1899. We have a sum of \$15,022 net profit on the year's working available for distribution, which we recommend should be dealt with in the following manner. Pay shareholders a dividend at the rate of 8 per cent. per annum on the paid-up capital of the company, absorbing \$8,000; carry forward the balance of \$7,022.45 to a new profit and loss account. This we trust will be acceptable to you all. We have entered an anxious year, under favourable auspices, the returns for January and February being highly satisfactory; those of March give promise of being equally so. Our acrated Water Factory in Hanoi's Lane is being fitted up with the best and most modern machinery, and is in progress. We have secured the services of Mr. McLaughlin, who arrived from England last January, who, besides being a fully qualified Pharmaceutical Chemist, has had extensive experience in the manufacture of mineral waters. We have purchased a steam launch suitable for our harbour work, and in the course of a few weeks shall be turning out mineral waters of a quality unsurpassed by any in the Orient. Before proposing the adoption of the report and passing the statement of accounts, I shall be happy to answer any questions you may desire to ask.

Mr. J. R. Michael said—I have much pleasure in seconding the adoption of the Report and accounts as presented, which I think will commend themselves to all shareholders. In my opinion they are very favourable when we consider that the capital of the company was not subscribed until late in the year. The general managers have been untiring in their endeavours to promote the business of the company; and so long as they continue to give their full attention to it there will be no fear as to the results continuing to be as satisfactory and of a progressive and improving nature.

The Chairman—I have to thank Mr. Michael for the very kind remarks and words regarding Mr. Chan A. Fook and myself, and I only hope that when we have the pleasure of meeting next year we will be in the position of declaring a very much more satisfactory dividend. That is all the business gentlemen. I have to thank you for your attendance here this morning. Dividend warrants will be issued on Monday.

Naval Appointments.

The following appointments have been made at the Admiralty:—Chief Engineer—A. T. Webb, to the *Prince*, to date Feb. 15. Surgeon—R. N. Osborne, to the *Tamar*, additional, and to the *Zebron*, on commissioning, to take passage in the *Edgar*, and for duty, if required, to date Feb. 15. Surgeon—A. F. Harper, to the *Edgar*, for medical charge on voyage to China, to date Feb. 20, and afterwards to the *Victorious*, undated.

Piracy on the West River.

Week by week the mail brings fresh reports of piracy on the West River, and people at home are wondering how much longer such a scandalous condition of affairs is going to be tolerated without some drastic steps being taken to put a stop to it. The measures taken by the Chinese authorities have proved absolutely futile. The so-called gunboats and police boats are little short of a farce. They do not appear even to be manned, and when they are not in league with the pirates, they are engaged in turning on honest penny by towing junks, or moored in some snug berth where their officers can indulge, if they may, in the luxurious expression, in high jinks. The comparative safety with which their proceedings have been viewed have led the pirates from one excess to another; but we imagine that their tenure in attacking with firearms the steam-entitled H.M.S. *Tweed* will lead to the adoption of more vigorous and effective measures than have yet been employed in regard to their persistent depredations. We hope there will be no delay in inflicting summary punishment on the village concerned in this latest outrage. This, however, will not be sufficient. The Chinese authorities must be given to understand once and for all that if they cannot or will not put down the piracy themselves we shall have to undertake the work for them, and unless our representations are met with prompt action on their part there should be no delay in applying the effective argument of the British gunboat.—Ed. C.M.]

COMMERCIAL CONDITIONS IN PANAY.

TRIALS OF ILOILO MERCHANTS UNDER AMERICAN SOVEREIGNTY.

(From Our Own Correspondent.)

MANILA, March 12.

The island of Panay, where General Hughes has been operating since last November, is practically in the possession of the American troops; the rebel soldiers have been dispersed, driven to the mountains or off the island to Negros, Cebu and Luzon. In the province of Antique, on the Western side of Panay, the insurgents still resist the American advance. There, about a thousand armed men recently opposed a battalion of the 10th Infantry, under Major Houston, and seven American men were killed in the engagement. Hanoi's Lane, in the possession of the 44th, has been sent from Iloilo to reinforce Houston, and together they occupy this district. Then the entire island will be in possession of the Americans. The insurance in Panay has been under the control of Tagalogs from Luzon; all the leaders were Tagalogs, and the greater part of the 6000 soldiers who originally opposed General Hughes were members of this same tribe. Tagalog influence has always been strong in the Visayan Islands, and they found little difficulty in persuading the Visayan inhabitants of Panay to take arms against the Americans. That was in the beginning, and in those days American officers were of opinion that the Visayans were led to this opposition against their will, that as a matter of fact they were eager and willing to accept American sovereignty, and were only deterred from so doing by the power and influence of the Tagalogs. They pictured the inhabitants of Panay as peace-loving farmers and labourers, desiring nothing better than tranquillity and enough to eat. Since the soldiers of the United States have become possessed of Panay, they have learned considerable concerning its inhabitants, and their opinions about the peaceful Visayans have undergone a marked change. The Visayans fought them persistently and bravely, even after having had opportunities peacefully to come back to their homes and farms; even now when the island is alleged to be peaceful the impression prevails that the Visayan is really in sympathy with the Tagalog movement, that he cannot be trusted, that he will betray our movements and whereabouts whenever he can do so with a fair degree of safety, that his inactive opposition and hatred are distinctly a factor in the problem confronting the American authorities. All this is distinctly opposed to what they in the beginning imagined.

The American occupation of the island was followed by the opening of its ports to trade. It was then learned that there was very little trade to do. The ports had been closed for months; conditions in the island had been unsettled for so long that commerce and business were paralyzed. One or two steamers promptly returned the small accumulations of hemp and copra, and sugar, and that was the end of the business activity. The island is not a market for goods from Manila, because the people have not the wherewithal to buy. Conditions have been such that there were no available men to plant and harvest the sugar crop, consequently there has been practically no crop this year. Plantation owners cannot get labourers, the natives preferring to work for the American authorities at wages far in excess of any ever paid in Panay's history; or if they are willing to work for others they insist upon a remuneration that prohibits their employment except in cases of absolute necessity. The natives themselves are growing their own little patches of rice and sugar, and getting out a few coconuts, but planting or production on a large scale seems a thing impossible to accomplish under the existing circumstances.

The insurgents have been scattered into small roving bands, living off the country by robbery, loot and despotic demands for contributions. These bands assert and believe they are waging war against the Americans. As a matter of fact, they are generally very careful to avoid any contact with the American troops, and confine their depredations to the Visayans. They raid and rob and murder, and then escape back to their lurking places in the mountains. They are sometimes rounded up and caught by the American soldiers, and then their punishment is effective and quick. Two weeks ago a hundred and fifty Tagalog soldiers, including a couple of colonels and a dozen other officers, surrendered to Major Paul, of the 18th Infantry, at the town of Capiz. They said it was impossible for them to live longer in the country; they had no food, and were starved into surrender. They intimated that if food was obtainable it would be very different; they had plenty of arms and ammunition; in fact, they brought in a hundred and fifty rifles which were paid for by the American authorities at \$30 Mexican a piece. These prisoners were sent over to Taal on Luzon and thence to Manila. Here they will be well housed and well fed for a while, and conversation with fellow prisoners will teach them that good behaviour and a proper appearance of penitence will soon bring them freedom if they will but get through the chain of swarming allegiance to the United States. So the jails, where the prisoners of war are kept, are nearly always empty.

MAYOR-HEALS USED AS GUERILLAS.

Last November, a Japanese merchant ship came into Iloilo bringing among other

merchandise, a very large consignment of Japanese matches. The American customs authorities were immediately suspicious of this big shipment, and began casting about for reasons why Panay should need so many matches. Some one suggested that gunpowder might be hidden in the boxes. This idea was tested, and for many days patient Chinamen could be seen in the big Custom-house windows, carefully pushing out thousands of boxes of matches, looking for hidden powder. Nothing was found, the matches were delivered to their consignees, and in due course were carted out of town to those parts of the islands of Panay and Negros and Cebu where they would do the most good. Since then, the American authorities have learned something of the possibilities for warfare in the Japanese match. Tests have been made with rifle cartridges using match-heads as powder, with these results: At Manila, it was discovered that a Krag-Jorgensen bullet, driven by match heads, had six inches greater penetration into timber than when driven by the ordinary black powder charge of this rifle, and tests made in Iloilo showed that when the same bullet was driven by match-heads the initial force was such that the bullet would not take the rifling in the barrel and consequently travel over and over during its entire trajectory. Even going inside ways, the match-head bullet penetrated 10 inches into sand, while the same bullet sped by the ordinary charge and, taking its resistance head on, penetrated the sand for six inches only. French matches went into Iloilo last November to fire several million rounds of ammunition, but since it has been demonstrated to what uses matches can be put, their admission into rebel hands is very carefully watched.

THE SUGAR CROPS AND COASTING TRADE.

It has always been the custom to send the sugar crop of the island of Negros to Iloilo, and then up to Manila. This was done this year as formerly, and consequently Iloilo has enjoyed a certain, if limited, business. The export of last year's sugar crop in Negros was attended with many difficulties. First there was the lack of labour. It has previously been the custom for labourers to pass from Iloilo over Negros, work on the crop there as long as they were wanted, and then return home. It was impossible thus to obtain labour this year. Owing to the unsettled conditions on both Negros and Panay, the American authorities could not allow natives to pass from one island to another, hence Negros suffered from a shortage of labour. The recent regulations concerning the ownership of coasting craft, known locally as "Cobojas," emanating primarily from Washington and enforced to the letter by the American authorities at Iloilo, did much to render the coasting trade difficult. The ruling from Washington stated that all coasting craft must be owned by American citizens, and be their bona-fide property. Now, American citizens, excepting, of course, the army of occupation, who manifestly cannot be owners of such craft, are two hundred and eighty schooners, are very scarce about Panay. The three who were available for purposes of straw ownership up to the date of this last order specifying "bona-fide property," had each a good many thousand dollars worth of property in names, and the authorities knew full well that this ownership was not legitimate, but as they made no objection to the letter of the law was thus fulfilled without undue hardship to owners of coasting craft. But when someone in Washington, foreseeing a possible way to force some natives into wearing allegiance to the United States, and ignorant of the fact that three-quarters of the coasting craft of Iloilo are owned by freemen, Englishmen, Germans and Chinese, decided to enforce to the letter the legitimate property of Americans, the troubles and perplexities of Iloilo merchants and shippers were multiplied tenfold. Natives of the island declined to swear allegiance to McKinley in Washington, because the fact that their countrymen would kill them for treason was much stronger in their belief in the Americans' ability to protect them from such vengeance. The problem was difficult to solve, and it was finally decided to recognize the straw ownership as heretofore, but this was not done until shipping interests had suffered considerably.

Another thing which worked against the production of a good sugar crop from Negros was the difficulty of procuring lime. The island of Guimaras, lying between Panay and Negros, is famous for its lime, and it was the custom of the Negros planters to send over there for what they needed. But during these last few months communication, even legitimate and proper communication in the interests of business, has been so hindered and hedged about with walls of obstructions in the form of clearances, duties, passes, permissions and charges, that to procure a cargo of lime from Guimaras and get it over to Negros required much time, much money and more patience. Notwithstanding these unfortunate circumstances, and the fact that Negros has had troubles of her own that made sugar-growing difficult, a small crop, equal to about a third of the crop of normal and prosperous times, has been shipped into Iloilo and so on up to Manila.

CLAIMS AGAINST THE U.S. GOVERNMENT.

The occupation of Iloilo last year by the forces under General Miller resulted in a series of claims for loss of property, entered by foreigners against the government of the United States. The total of these claims amounts to about a million and a quarter dollars. They have been specified and presented, presented and specified; these most interesting in their collection have come up to Manila to see what could be done in the matter, and have learned what it is to approach a claimant a military administration that does not want to recognize either your or your demand. Because the matter of claims against the government is a very delicate one, it would be most unfortunate, in view of the approaching presidential election in the United States and Mr. McKinley's chances for a second term, should the American people know too much about what the Philippines are costing them. They can figure up, more or less, what it costs to maintain an army of sixty thousand men out here, and that is bad enough in itself. There is no need for them to learn, at present, such a rate, what they will eventually have to pay in claims for damages and property destroyed; hence the whole matter is delicate and hard to approach, claims are pigeon-holed, and the claimant seeking information as to the status of his demand, gets little satisfaction.

There are three matters upon which American correspondents, seeking information for the American people, can get no detailed or official information whatsoever. One is this: Is the American government claiming against the government of the Philippines, what public funds are being collected, and how that are being expended? Is it or is not the American government paying to the Chinese and the Brothers Sze the subsidies and annuities which they received from Spain? The third is any accurate information concerning the sick reports of the American soldiers, the percentage of sick in the field and in hospital. Even when this latter information

is obtained, the censor will not permit its transmission to the United States.

Panay is not flourishing commercially, and there is no immediate promise for a resumption of the former trade; merchants and shippers in Iloilo have had much to contend with under the American occupation, and their troubles are not yet over. Sometimes they sigh for a return of the days when the rebels ran their city for the rebels, despising of making a record as good and capable government, did all in their power to foster and further trade, and practically allowed the foreign merchants to have their own way in municipal affairs.

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD—Suez Canal, Windsor, Jan. 26; Oltman, Suez, 27; Bosphorus, 28; Kordoff, St. Kilda, 30; S. Ronald, Ciel, Feb. 6; Hovick, Hull, 9; Anker, Anker, 13; Glenfarg, Suez, 14; Anker, 15; Suez, 16; Suez, 17; Suez, 18; Suez, 19; Suez, 20; Suez, 21; Suez, 22; Suez, 23; Suez, 24; Suez, 25; Suez, 26; Suez, 27; Suez, 28; Suez, 29; Suez, 30; Suez, 31; Suez, 32; Suez, 33; Suez, 34; Suez, 35; Suez, 36; Suez, 37; Suez, 38; Suez, 39; Suez, 40; Suez, 41; Suez, 42; Suez, 43; Suez, 44; Suez, 45; Suez, 46; Suez, 47; Suez, 48; Suez, 49; Suez, 50; Suez, 51; Suez, 52; Suez, 53; Suez, 54; Suez, 55; Suez, 56; Suez, 57; Suez, 58; Suez, 59; Suez, 60; Suez, 61; Suez, 62; Suez, 63; Suez, 64; Suez, 65; Suez, 66; Suez, 67; Suez, 68; Suez, 69; Suez, 70; Suez, 71; Suez, 72; Suez, 73; Suez, 74; Suez, 75; Suez, 76; Suez, 77; Suez, 78; Suez, 79; Suez, 80; Suez, 81; Suez, 82; Suez, 83; Suez, 84; Suez, 85; Suez, 86; Suez, 87; Suez, 88; Suez, 89; Suez, 90; Suez, 91; Suez, 92; Suez, 93; Suez, 94; Suez, 95; Suez, 96; Suez, 97; Suez, 98; Suez, 99; Suez, 100; Suez, 101; Suez, 102; Suez, 103; Suez, 104; Suez, 105; Suez, 106; 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Mails.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will despatch VESSELS to the Undermentioned PORTS on the DATES named:—

| PORT. | STEAMSHIP. | CAPTAIN. | DATE. |
|-----------------------------|--------------------------|----------------|---------------------|
| SHANGHAI & JAPAN. | Madras | E. G. ANDREWS. | About 22nd March. |
| LONDON. | Just | G. W. GORDON. | About 5th April. |
| MARSEILLES & LONDON DIRECT. | (PARA-MATTA) 31st March. | | |
| (Without Transshipment.) | (MASSILLA) 14th April. | | Freight or Passage. |

+ See Special Advertisement

For Freight or passage, and further Particulars, apply to

H. A. RICHIE, Superintendent.

17 & O. S. N. Co.'s Office, Hongkong, March 15, 1900.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PANGLOSS, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, AMSTERDAM, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHLAMPTON TO LAND PASSENGERS AND LOADING. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers. | Sailing Dates. |
|--------------------------------|--------------------------|
| STUTTGART | WEDNESDAY, 21st March. |
| KONIG ALBERT | WEDNESDAY, 28th April. |
| WEIMAR | WEDNESDAY, 18th April. |
| PRINZ HEINRICH | WEDNESDAY, 2nd May. |
| PREUSSEN | WEDNESDAY, 16th May. |
| HAMBURG (HAMBURG-AMERICA LINE) | WEDNESDAY, 30th May. |
| SACHSEN | THURSDAY, 14th June. |
| OLDENBURG | THURSDAY, 28th June. |
| STUTTGART | THURSDAY, 12th July. |
| KONIG ALBERT | THURSDAY, 9th August. |
| WEIMAR | THURSDAY, 23rd August. |
| PREUSSEN | THURSDAY, 6th September. |

ON WEDNESDAY, the 21st day of March, 1900, at Noon, the Steamship STUTTGART, of the Norddeutscher Lloyd, Captain P. GROSCH, with MALES, PASSENGERS, SPECIE, and CARGO will leave this Port as above, calling at Hamburg, Bremen, and Antwerp.

Shipping Orders will be granted till Noon on Monday, the 19th March, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 20th March, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 20th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

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|---|-----------------------------|
| City of Rio de Janeiro, (via Shanghai, N.Y.) | TUESDAY, March 27, at Noon. |
| Yokohama and Honolulu, (via Shanghai, N.Y.) | TUESDAY, March 27, at Noon. |
| City of Peking, (via Shanghai, N.Y.) | SATURDAY, April 1, at Noon. |
| Kobe, Inland Sea, Yokohama and Honolulu, (via Shanghai, N.Y.) | TUESDAY, May 15, at Noon. |

THE U. S. S. S. City of Rio de Janeiro will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 27th March, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular fare.

Passengers holding orders FOR OVERLAND CITIES in United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

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|---|-----------------------------|
| Coptic (via Shanghai, N.Y.) | Thursday, April 5, at Noon. |
| Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, (via Shanghai, N.Y.) | Thursday, April 5, at Noon. |
| Gaelic (via Shanghai, N.Y.) | Tuesday, May 1, at Noon. |
| Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, (via Shanghai, N.Y.) | Tuesday, May 1, at Noon. |
| Doric (via Shanghai, N.Y.) | Wednesday, May 23, at Noon. |
| Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, (via Shanghai, N.Y.) | Wednesday, May 23, at Noon. |

THE Co.'s Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 5th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 percent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, March 15, 1900.

Kinghorn & Macdonald,

Consulting Mechanical Engineers and Surveyors.

CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

ICE MAKING.

MESSES. KINGHORN AND MACDONALD having been appointed Sole Agents for Messrs. J. and E. HALL'S PATENT REFRIGERATING MACHINERY, are prepared to supply Estimates, Plans and Specifications for all kinds of Machines.

Address: Prince Central, under Hongkong Hotel.

Telephone No. 143.

Telegrams: "KINGHORN, Hongkong."

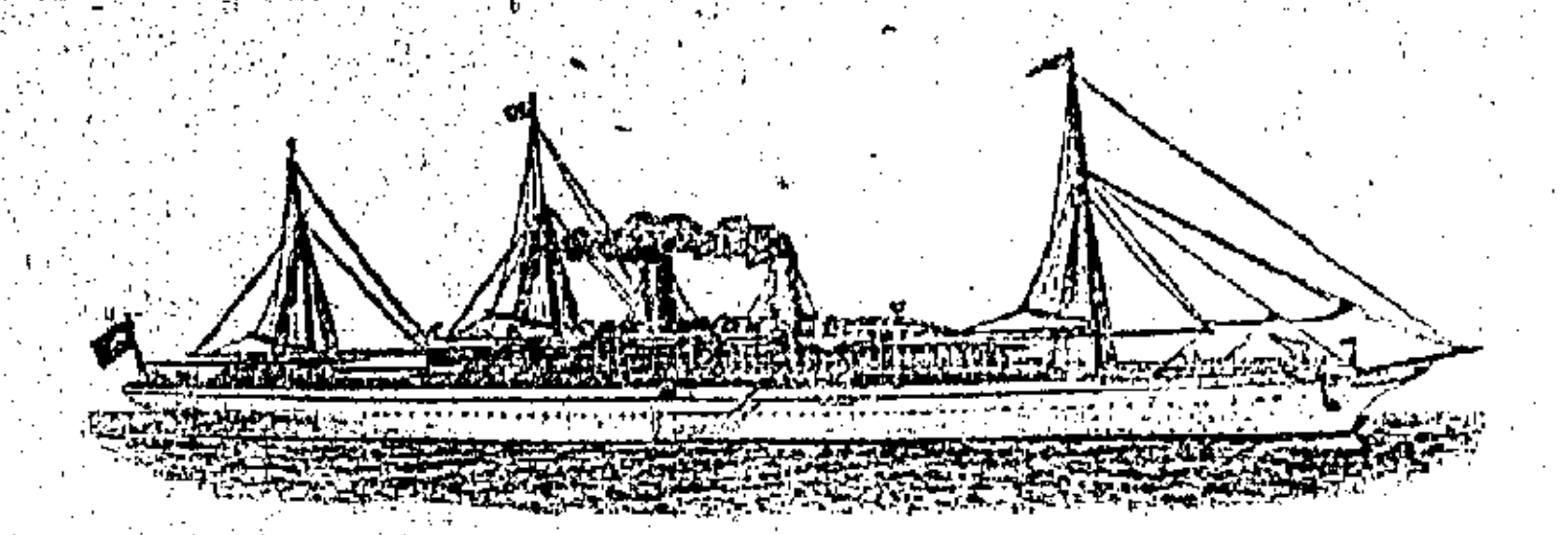
A.B.C. & A.I. Codes used.

JOHN W. KINGHORN, M.I.M.E., M.I.Mech.E., London.

DONALD MACDONALD, Hongkong, May 28, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

EMPEROR OF CHINA...Comdr. R. ARCHERD, R.N.R. WEDNESDAY, 4th April/1900.

EMPEROR OF INDIA...Comdr. O. P. MACMILLAN, R.N.R. WEDNESDAY, 20th April/1900.

EMPEROR OF JAPAN...Comdr. Geo. A. LEE, R.N.R. WEDNESDAY, 16th May/1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to

Hongkong, March 15, 1900.

D. E. BROWN, General Agent, PRINCE STREET.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH Northern Pacific Railway Co.

FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co.

Steamer. Tons. Captain. Proposed Sailing.

| | | | | | | | |
|---------|------|---------------|----------|----------|------|-------------|----------|
| Olympia | 2837 | J. Truebridge | March 31 | Reverend | 3001 | W. Watt | March 24 |
| Sikh | 2747 | J. Rowley | April 14 | Monckton | 2874 | W. A. Evans | May 19 |
| Glenora | 3760 | W. Finkes | April 24 | Beaumar | 3001 | W. Watt | June 9 |
| | | | | Monckton | 2874 | W. A. Evans | Aug. 4 |

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. Doctor and Stewardess on board. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental lines daily from TACOMA. DISCOUNT CAR is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £28.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, TACOMA and PORTLAND to DEFA and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK \$65.00.

This route covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, sleeping and Dining Car accommodation from Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus enabling ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, March 12, 1900.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

| | | |
|------------------------------|--|----------------------------------|
| YAWATA MARU, U. E. MOSKES | NAGASAKI, KOBÉ & YOKOHAMA. | SATURDAY, 24th Mar., at Noon. |
| SADO MARU, W. THOMPSON | MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID. | TUESDAY, 27th Mar., at Daylight. |
| KAGOSHIMA MARU, R. NIXON | MOI, KOBÉ and YOKOHAMA. | TUESDAY, 27th Mar., at Noon. |
| HIROSHIMA MARU, S. YOSHIZAWA | BOMBAY, Via SINGAPORE and COLOMBO. | FRIDAY, 30th Mar., at Noon. |
| PUTAMI MARU, J. THOM | MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE. | FRIDAY, 30th Mar., at 4 p.m. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, PRINCE CENTRAL.

A. S. MIHARA, Manager.

Hongkong, March 13, 1900.

NORDDEUTSCHER LLOYD (FREIGHT SERVICE)

HAMBURG-AMERIKA LINE. (FREIGHT SERVICE)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON (FROST), LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

| | | |
|-----------------------------------|--|--------------------------------------|
| * S. S. SAVOLA, Capt. JACOB | HAVE and HAMBURG, (London) with transshipment in H'burg. | On 20th March. Freight & Passage. |
| * S. S. ASTORIA, Capt. HEDGECOCK | New York (via Suez Canal). | On 24th March. Freight. |
| * S. S. SIDAONIA, Capt. KARG | HAVE and HAMBURG, (London) with transshipment in H'burg. | March. Freight. |
| * S. S. HADELBERG, Capt. ZACHARIE | HAVE and HAMBURG, (London) with transshipment in H'burg. | About 6th April. Freight & Passage. |
| * S. S. SIBIRIA, Capt. BAUER | HAVE and HAMBURG, (London) with transshipment in H'burg. | About 20th April. Freight & Passage. |

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & Co., Agents. Hongkong, March 14, 1900.

HONGKONG MARKET PRICES.

Corrected to Friday, March 16, 1900.

At 1,020 Cash per Dollar Mexican.

Unit. Highest. Lowest. Cash.

CHINESE NAMES.

Butcher Meat.

Bacon, English, lb. — —

" Am. Sugar cured, 440 400

" Foochow, 250 240

" Japan, cured, — —

Beef sirloin & prime cut, 150 140

" Corned, 140 130

" Roast, 140 140

" Soup, 120 110

" Steak, 150 140

" Sausages, 150 140

Smoked Tongue, Shanghai, each 400 350

Bullock's Brains, per set 70 60

" Tongue fresh, each 400 350

" " corned, 500 450

" Head, 650 600

" Heart, lb. 100 90

" Hump, Salt, 120 110

" Feet, each 80 70

" Kidneys, 70 60

" Tail, 150 140

" Liver, lb. 100 90

" Tripe (undressed), 70 60

Calves' Head and Feet, set 700 650

Hams, American, lb. 400 350

" Chinese, 250 240

" English, New, 500 490

" Japan cured, — —

" Shanghai, 230 220

Mutton Chop, 240 230

" Leg, 240 230

" Shoulder, 200 190

" Pigs' Chittlings, 60 50

" Feet, 110 100

" Fry, 100 90

" Head, 100 90

" Heart, each 70 60

" Kidneys, pair 120 100

" Liver, lb. 180 170

Pork Chop, 170 160

" Corned, 170 160

" Leg, 180 170

" Fat or Lard, 160 150

Sheeps' Head and Feet, set 500 450

" Heart, each 60 50

" Kidneys, 100 90

" Liver, lb. 200 180

Sucking Pigs, To Order catty 350 300

Suet, Beef, lb. 170 160

" Mutton, 200 190

Veal, 150 140

" Sausages, 250 —

Poultry.

Chicken, catty 300 290

Capon, 300 290

Ducks, 280 270

Doves, each — —

Intimations

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Manager.
 Hongkong, Dec. 11, 1899.

Her Britannic Majesty's Ships on the China Station.

Foreign Men-of-war on the China and Japan Station

through action of war on the China and Japan Station.

| Name. | Flag and Description. | Tons. | Guns. | H.P. | Captain. | Loss reported at |
|-------|-----------------------|-------|-------|------|----------|------------------|
|-------|-----------------------|-------|-------|------|----------|------------------|

| | | | | | | |
|------|------------------|------|----|----|--------------------|------|
| data | Austrian cruiser | 2500 | -- | -- | Captain Montolmagn | Amoy |
|------|------------------|------|----|----|--------------------|------|

| Ship | Danish cruiser | 3000 | — | — | Prince Valdemar | Shanghai |
|-----------------------------|----------------|------|--------|---------------------------|-----------------|----------|
| French gunboat | 475 | 3 | 450 | Commander Junot | Saigon | |
| French flag ship | 8100 | — | — | Captain de Marolles | Hongkong | |
| French cruiser | 4900 | 14 | 8500 | Capt. Philibert | Kwongchawan | |
| French cruiser | 1698 | 8 | 2090 | Capt. Texier | Taku | |
| French cruiser | 4590 | — | — | Capt. Aubin | Nagasaki | |
| French gunboat | 1250 | 6 | 2200 | Capt. de Molle du Portail | Hongkong | |
| French gunboat | 470 | — | — | Capt. Amet | Kwongchawan | |
| French cruiser | 3988 | 14 | 8560 | Captain Motet | Yokohama | |
| French gunboat | 629 | 2 | 900 | Captain de Pleuxir | Kwongchawan | |
| French cruiser | — | — | — | Captain Blondel | Kwongchawan | |
| German cruiser | 4109 | 10 | 9000 | Captain Rollmann | Manila | |
| German cruiser | 60 | 0 | — | Capt. Usedom | Nagasaki | |
| German gunboat | 1003 | 10 | — | Commander W. Laris | Amoy | |
| German cruiser | 4200 | 6 | 2600 | Capt. Stein | Lorressa | |
| German cruiser | 6381 | 20 | 14,000 | Captain Gullich | Shanghai | |
| German 2d class cruiser | 1610 | 15 | 2800 | Captain Schack | en route | |
| Italian cruiser | 6500 | 18 | 13,000 | Capt. Roberto | Wooming | |
| Italian cruiser | 2732 | 12 | 6500 | — | Shanghai | |
| Italian cruiser | 2300 | — | — | Capt. Cecconi | Shanghai | |
| Portuguese transport | 1460 | — | — | Capt. Vasco Carralho | Macao | |
| Portuguese gunboat | 400 | 3 | 490 | Comdr. Cunha Lima | Macao | |
| Russian cruiser | 5500 | 16 | 9000 | Captain Yakoloff | Nagasaki | |
| Russian gunboat | 810 | 2 | 730 | Captain Parango | Vladivostok | |
| Russian sloop | 990 | 2 | 1150 | Captain Joimano | Nagasaki | |
| Russian cruiser | 6000 | 16 | 7000 | Capt. Shapov | Port Arthur | |
| Russian gunboat | 500 | 2 | 550 | Capt. de la Roumichsky | Nagasaki | |
| Russian sloop | 1490 | 2 | 2000 | Capt. Mikhalchsky | Nagasaki | |
| Russian sloop | 1240 | 0 | 2150 | Captain Silhaan | Nagasaki | |
| Russian sloop | 1200 | 3 | 1400 | Commander Kachaloff | Chemulpo | |
| Russian 2d class battleship | 10,000 | 4 | — | Captain Peniche | Nagasaki | |
| Russian gunboat | 1490 | 2 | 2000 | Captain Coprinoff | Nagasaki | |
| Russian cruiser | 12,800 | 28 | — | Captain Voljoff | Port Arthur | |
| Russian cruiser | 1333 | — | — | Capt. Komoroff | Manila | |
| Russian flag ship | 10,925 | 20 | 13,250 | Comdr. Haupt | Port Arthur | |
| Russian gunboat | 950 | 2 | 1125 | Captain Barranoff | Port Arthur | |
| Russian 2d class battleship | 10,000 | 14 | 8500 | Captain Mollas | Nagasaki | |
| Russian gunboat | 680 | 2 | 1150 | Captain Soulatkin | Nagasaki | |
| Russian armored cruiser | 6000 | 16 | 7000 | Captain Prince Ouchlorsky | Nagasaki | |
| Russian gunboat | 600 | 11 | 3500 | Capt. Bogdla | Port Arthur | |
| Russian cruiser | 1230 | 5 | 1184 | Commander Shkruff | Port Arthur | |
| U. S. cruiser | 4415 | 10 | 10,094 | Captain J. M. Forsythe | Manila | |
| U. S. gunboat | 1710 | 5 | 5435 | Commander E. D. Tassie | Manila | |
| U. S. flag ship | — | — | — | Admiral Watson | Manila | |
| U. S. gunboat | 137 | 1 | 255 | Lieut. Haggan Tappan | Manila | |
| U. S. gunboat | 1177 | 3 | 2180 | Commander S. W. Very | Nagasaki | |
| U. S. cruiser | 3780 | 8 | 6085 | Captain E. W. Pigman | Ashore | |
| U. S. gunboat | 1700 | 5 | 3405 | Lieut. Com. J. B. Briggs | Manila | |
| U. S. gunboat | 1597 | 8 | 1085 | Captain E. K. Moore | Manila | |
| U. S. gunboat | 1052 | 2 | 1050 | Lieut. A. P. Noye | Nagasaki | |
| U. S. cruiser | 3880 | 8 | 5000 | Commander J. McGowan | Hongkong | |
| U. S. gunboat | 1370 | 5 | 250 | Comdr. G. A. Becknell | Shanghai | |
| U. S. monitor | 4081 | 4 | 5211 | Comdr. E. H. O. Lettze | Manila | |
| U. S. 1st class battleship | 10,248 | 16 | 11,111 | Captain G. F. E. Wilde | Manila | |
| U. S. gunboat | 684 | 4 | 1005 | Commander C. G. Corvett | Manila | |
| U. S. gunboat | 1070 | 6 | 1080 | Comdr. Harry Knox | Manila | |
| U. S. gunboat | 1064 | 6 | 1081 | Commander W. T. Buwal | Manila | |
| U. S. gunboat | 2005 | 6 | 1801 | Commander C. S. Sperry | Manila | |
| U. S. cruiser | 6172 | 10 | 3800 | Captain G. E. Ide | Manila | |